

Moutrie's are
advertising
Extra Loud
Tungstone Needles.

The China Mail.



August 8, 1921. Temperature 75

Barometer 29.68

Rainfall 2.45 inch

Humidity 84

August 8, 1920, Temperature 83

No. 18,331.

一拜禮

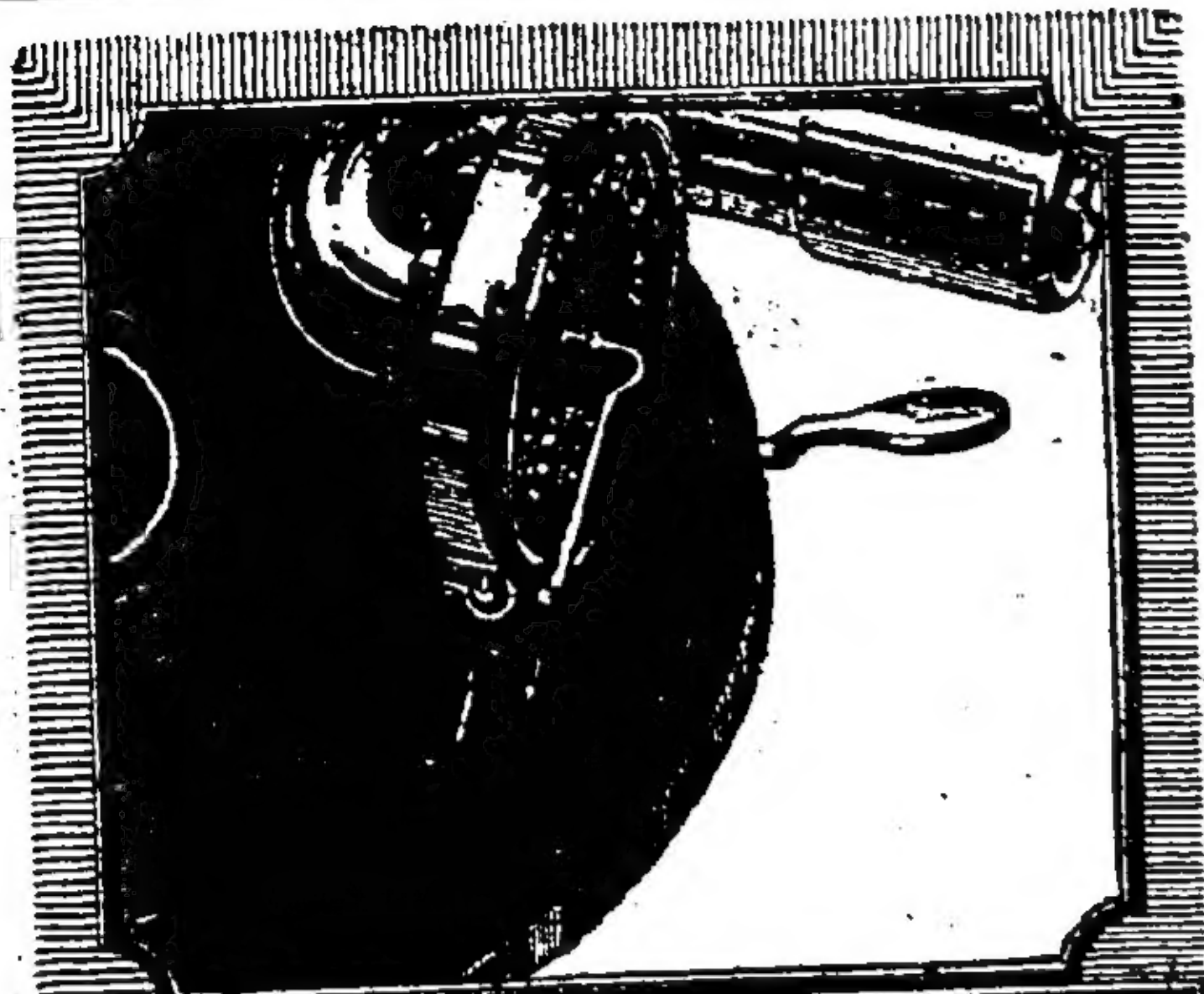
號八月八年一十二百九千一英

HONGKONG, MONDAY, AUGUST 8, 1921.

日五初月七酉辛次歲年十國民華中

PRICE \$3.00 Per Month

BUSINESS NOTICES



NEW EXTRA LOUD TUNGS-TONE STYLUS

For dancing or for other occasions, when great volume of tone is desired—with no injury to your records.

Like the Soft and the Full, this Extra Loud Tungs-tone seldom needs changing. A package of 4 should play 1000 records.

We recommend all three Tungs-tone Stylus for your Victrola.

S. MOUTRIE & CO., LTD.
Sole Victor Distributors.



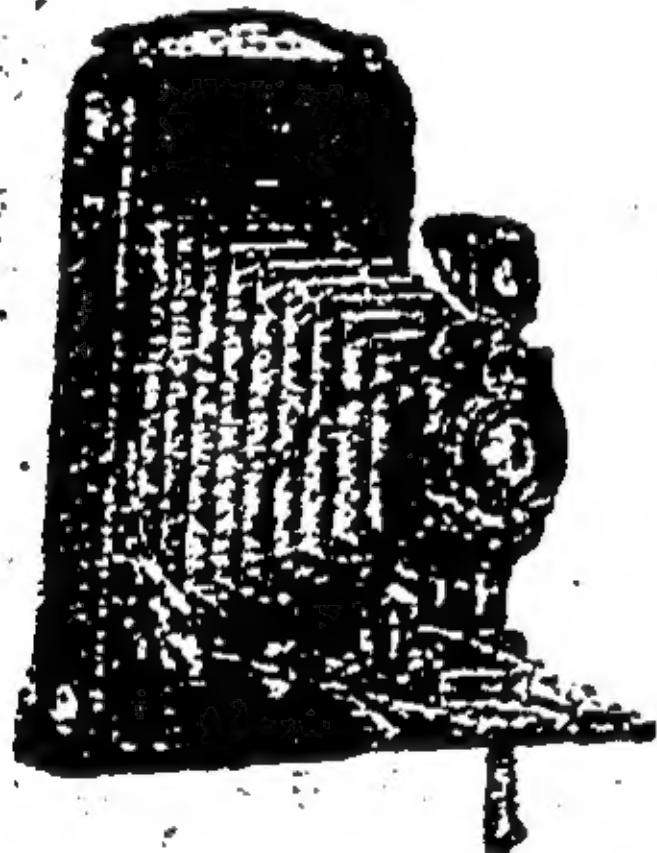
DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed
CARS FOR HIRE

TEL. 482 in Hongkong and Kowloon. TEL. 3552

JUST RECEIVED



A LARGE CONSIGNMENT OF
KODAKS
FILMS & ACCESSORIES
ALSO
DEVELOPING & PRINTING
BY EXPERTS
WITH
PROMPT SERVICE
AT

THE WING ON CO., LTD.

UNIVERSAL PROVIDERS

Phone 196

Phone 198

DONNELLY & WHYTE.

WINE MERCHANTS.

Tel. 634.

Tel. 638.

Splendid Assortment of the High Reputed Perfumes
prepared by

GUERLAIN

Paris.

| Perfumes | Price | Perfumes | Price |
|----------------------------------|---------|--------------------------|--------|
| Champs Elysees | \$11.00 | Parfums de la Parisienne | \$4.00 |
| L'Heure Bleue | 10.50 | Imperial Rose | 4.00 |
| Rose De La Paix | 10.50 | Holothrope Blanc 000 | 4.00 |
| Grand Vieux St. Etienne | 10.50 | Pom d'Orange | 4.00 |
| Vague Bouquet | 10.50 | Merveilles | 4.00 |
| Une Rose | 10.50 | | |
| Four Truilles | 10.50 | | |
| Exotique | 10.50 | | |
| Praguen, Large Bottle | 7.50 | | |
| Après L'Oranger, Large Bottle | 7.50 | | |
| Sillage, Large Bottle | 7.50 | | |
| Le Bon Vieux Temps, Large Bottle | 7.50 | | |
| Jasmin de Indes | 7.50 | | |
| Mil Mai | 7.50 | | |
| Praguen, Small Bottle | 6.00 | | |
| Après L'Oranger, Small Bottle | 6.00 | | |
| Sillage, Small Bottle | 6.00 | | |
| Le Bon Vieux Temps, Small Bottle | 6.00 | | |
| La Mouchette de Manivest | 6.00 | | |
| Le Vieux de Manivest | 6.00 | | |
| Pier Qui Mene | 6.00 | | |
| Yucky | 6.00 | | |
| Yucky Club | 6.00 | | |

J. ULLMANN & CO., Hongkong.
SOLE DISTRIBUTORS

TO-DAY'S CABLES.

(Reader's Service to the China Mail)

SINN FEIN AMNESTY.

MCKEOWN'S DETENTION CAUSES GRAVE SITUATION.

THE TRUCE THREATENED.

LONDON, August 7.

The Government's decision to release all the members of the Sinn Fein Parliament except McKeeown who was convicted of murder has created a grave situation in Ireland. Dail Eireann sat for a late hour on Saturday after which it was authoritatively declared that unless McKeeown was released there was a possibility that Sinn Fein would almost immediately terminate the truce. It is understood that telegrams have been exchanged between Sinn Fein and Downing Street and that a special courier has been despatched from Dublin to Mr. Lloyd George.

PASSENGER STEAMER SINKS.

TWO BOATLOADS OF SURVIVORS PICKED UP.

OVER 40 LIVES LOST.

SAN FRANCISCO, August 7.

The passenger steamer "Alaska" has been sunk off Eureka, California. Two boatloads of survivors have been picked up. A steamer is standing by. The loss of lives is not yet known. There were over 200 passengers on board.

LATER.

Twenty-six passengers 16 members of the crew of the "Alaska" are missing.

SUPREME COUNCIL.

MOMENTOUS MEETING IN PARIS TO-DAY.

MANY THORNY PROBLEMS.

LONDON, August 7.

Preparations for the opening of the momentous meeting of the Supreme Council in Paris to-morrow are almost complete. Mr. Lloyd George, Earl Curzon, Sir Robert Horne and other members of the British delegation, also the Japanese Ambassador left Victoria for Paris this morning. A large crowd loudly cheered the Premier. Colonel Blythe, the American Ambassador to London, is already in Paris attending the Supreme Council. Signor Bonomi, the Finance Minister, Signor Solmi and the foreign Minister Signor Dellatorre, are proceeding from Rome.

Apparently the Council will have a heavy programme, including not only Silesia but the abolition of the penalties, the trial of German war criminals, the Near Eastern question, the provisioning of Russia, the financial position of Austria and the question of allowing Germany to construct aircraft for civil purposes.

MEXICO'S OIL PROBLEMS.

LEGISLATION FOR IMMEDIATE SETTLEMENT.

MEXICO CITY, August 7.

A committee representing the majority party of the House of Representatives has submitted to President Obregon proposals for legislation for the immediate settlement of Mexico's oil problems. The President is sending the Chamber a list of modifications to the proposals. He suggests that the proposals should include a statement that the article of the Mexican constitution nationalising petroleum deposits should not be retrospective.

COLONEL IRONS DEAD.

ROME, August 7.

Colonel Irons died at the Hotel Cocumella at Sorrento.

PARACHUTE CAPTAIN ASSAULTED.

DISMISSAL OF POLICE CHIEF DEMANDED.

PARIS, August 5.

The French High Commissioner in Berlin has requested the German Government to institute criminal proceedings against the man who assaulted the French Captain Langevin, and to dismiss the police chief as an abettor.

NAVAL STOREHOUSES DESTROYED.

STOCKHOLM, August 8.

Between one and two million kronor damage was done by a fire which destroyed storehouses in the naval dockyard.

INDIAN FLOODS.

VILLAGES SWEEPED AWAY.

KARACHI, August 8.

Unprecedented floods in the district of Malir have caused very extensive damage. Villages have been swept away, cattle have perished, and crops have been destroyed. Ten persons have been killed and numerous are homeless.

HIGHWAY ROBBERY.

PLUCKY GIRL CHASES THIEVES

TWO MEN ARRESTED.

A few hundred yards from the Kowloon Dairy Farm, Miss Julia Ahwee was yesterday attacked while walking home in Old Yuenan, by two men, one of whom threatened her with a dagger, while the other relieved her of a gold watch and a diamond ring. The thieves then made off. Hearing the alarm, Miss Ahwee went chasing. One of the

robbers was arrested outside her house, and the watch was recovered from his pocket. The man with the dagger ran away but was later arrested in Yuenan by Lance Sergeant Gorgill. The diamond ring was found in his possession.

FORA WERE STOMACH.

A 12-year-old child was sent to a hospital for a stomach ailment. The child was brought to the hospital by its mother. The child was found to have a very large stomach. The child was brought to the hospital by its mother. The child was found to have a very large stomach.

THE DOLLAR.

Today's closing rate 2/9 7/8
Today's opening rate 2/9 1/8

SPECIAL CABLE.

SHANGHAI HEAT WAVE.

ANOTHER FOREIGN VICTIM.

FRENCH POLICE CHIEF DEAD.

[CHINA MAIL SPECIAL.]

SHANGHAI, Aug. 8.

The latest foreign victim of Shanghai's heat wave is Mr. E. Laitray, chief of the French police at Zikawei. Mr. Laitray, who had had 24 years' police service here was admitted to hospital suffering from abdominal trouble. This aggravated by the extreme heat led to death.

"MEAN AND DASTARDLY."

INDIAN ROBS LITTLE CHINESE GIRL.

TWELVE MONTHS FOR EARRING SNATCHING.

For a "mean and dastardly" act, Magistrate Lindell on Saturday passed sentence of twelve months' hard labour and ten strokes of the birch on an Indian charged before him with having snatched a tiny gold earring from an 11-year old Chinese girl in Fadder Street.

The child was walking near Blake Pier at 7.15 on Friday evening, when the accused was alleged to have come up from behind and snatched the earring from her ear with a violence that badly hurt the ear.

According to the police, accused was drunk when brought to the station. Accused admitted that he had had some liquor, but said he did not remember anything about the affair.

In passing the sentence mentioned above, the Magistrate said: "Drunkenness is no excuse for a crime of this sort. It is a mean and dastardly act."

LIEUT.-COL. LORING FAREWELLED.

Before he left for home by the P. and O. s.s. "Kalyan" on Saturday Lieut.-Col. W. Loring C.M.G., D.S.O. who recently relinquished command of the Royal Artillery in Hongkong was warmly farewelled by the officers of the Royal Artillery and a large gathering of other friends. Headed by the drums and pipes of the R.E.S.R.G.A. a procession was formed at Garden Road and the officers of the Regiment drew their late chief in a motor car down Garden Road to Murray Pier where a large crowd of civilians and officers had assembled to wish Col. and Mrs. Loring bon voyage. Among those present on Murray Pier were: Major General Sir G. M. Kirkpatrick, G.O.C., Lady and the Misses Kirkpatrick, Colonel Humphrey, Colonel Davy, Colonel Nicholson, Colonel Wyndham, Colonel Grosse, Major Edwards, Major Young and Capt. Fisher, A.D.C., the Hon. Dr. Claud and Mrs. Severn, His Honour Chief Justice Gompertz, Mr. R. Hancock and many others. The Officers of the Regiment presented to say farewell to their late chief were Lieut.-Colonel Sanders, Major Bickling, Downing and Bagnall, Capt. Oliver, Noel, Murphy and Bewitt, Lieut. Fox, Mortimer, Lovegrove, Mockridge, Boswell, Wilde, Bingham, Graham, Eley, Davies, Chester and Subedar Major Khan Singh.

Vice-Admiral Sir Alexander L. Duff, K.C.B., Commander-in-Chief of the China Station, has been promoted to the rank of Admiral in his Majesty's Fleet from July 1st. Sir Alexander has had a most distinguished career in the Royal Navy, and earned his knighthood in the Great War. He will now vacate the command of the China Station, it being a Vice-Admiral's command, unless it be raised to an Admiral's command. Admiral Sir Alexander Ludovic Duff, K.C.B., was present at the Battle of Jutland as a Rear-Admiral in the Grand Fleet. When Vice-Admiral he became First Sea Lord in December, 1919. Admiral Duff accompanied him as Director of the newly instituted Anti-Submarine Division. Later, he became Assistant Chief of the Naval Staff, in which post he was primarily responsible for the organisation of the country system and other measures, which were largely instrumental in defeating the submarine. He has been Commander-in-Chief of the China Station since July 1918.

BUSINESS NOTICES

NEW FANCY TIES.

We have just received new ranges of Fancy Silk Open end Ties of which we give below a few numbers.

Very smart light Plaid Effects in Soft Ribbed Silk Ties, Light or Dark Grounds. - \$3.00 each.
Fancy Coloured Diagonal Striped Ties on Dark Grounds. Newest & pleasing colourings. - \$3.50 each.
Fancy Figured Foulard Silk Ties in the very largest assortment ever shown in the Colony. A really suitable hot weather Tie. - \$3.00 each.

These are only three numbers of a very large selection of Ties now being shown by—

MACKINTOSH & Co., Ltd. Men's Wear Specialists.
16 Des Voeux Rd. Tel. 23.

FLETCHERS' PRICKLY HEAT LOTION

RELIEVES AND CURES

THE MOST OBSTINATE CASES OF

PRICKLY HEAT.

OBTAINABLE ONLY AT

THE PHARMACY

TEL. 345.

22, Queen's Road.

TEL. 345.

Just unpacked

HABANA CIGARS

"La Corona"

"Henry Clay"

"Bock"

17 different varieties
from 20 cts. to \$1.00 each.

TABAQUERIA FILIPINA,

88 Queen's Road Central.

ESTABLISHED 1900.
TELEPHONE 2843.

TAILORING

DISS BROS.

ALEXANDRA BUILDINGS.

ROUYER, GUILLET & CIE.

COGNAC.

SOLE AGENTS:

CALBECK, MACGREGOR & CO., LTD.
15, QUEEN'S ROAD CENTRAL. TEL. 73.



The Products of the Zinc Producers' Association of Australia are the world's standard for purity, and are universally preferred by users on account of the superiority of these products.

THE FOLLOWING PRODUCTS ARE NOW AVAILABLE—

Electrolytic Zinc Brand
Containing about 99.95% Metallic Zinc
Supplied in plates, average weight, 14 lbs.

High-grade Zinc Dust
Containing about 99.95% Metallic Zinc
Packed in cases containing 1 cwt.

Spelter Brand
Containing about 99.75% Metallic Zinc
Supplied in plates, average weight, 14 lbs.

Zinc Concentrates
Various Grades of Zinc Concentrates
produced at the world famous Broken Hill Mines.

For particulars and prices of Delivery of above Products, address—
Zinc Producers' Association Pty. Ltd.
CONTINUOUSLY WITH THE BOARD OF TRADE

Colliers House, 245 Colliers Street, Melbourne, Australia.
London Agents—Messrs. B.I.L.
Sydney Agents—Messrs. B.I.L.

Hughes & Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

Coal Contractors
General Brokers.

PUBLIC AUCTIONS

G. R.

THE Undersigned have received instructions to sell by Public Auction,

ON

TUESDAY,

August 9, 1921, at 10 a.m.,

at His Majesty's Dock Yard,

Hongkong.

A Quantity of
Packing Cases, Wooden Cases,
Wood from Packing Cases,
And

Firewood, &c. &c.

About 60 lots.

On view from Monday, 8th inst.

Terms:—Cash on delivery.

HUGHES & HOUGH,

By Appointment Auctioneers to the

Admiralty.

Hongkong, August 4, 1921.

THE Undersigned have received instructions to sell by Public Auction,

(FOR ACCOUNT OF THE CONCERNED)

ON

TUESDAY,

August 9, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

A Consignment of

WHITE GOODS,

Comprising:—
Ladies' and Gent's Handkerchiefs,
Damask Table Cloths 50 and 65 inches
wide, Serviettes, Turkish and Huck-
back Towels, Bed Quilts, Bed Valances,
Bedspreads, Pillow Cases, Cotton
Calico, Dollies, Tray and Glass Cloths,
Shirtings, Sheetings 72 and 90 inches
wide, Bed Sheets.

&c., &c., &c.

Terms:—Cash on delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, August 3, 1921.

(FOR ACCOUNT OF THE CONCERNED),

ON

TUESDAY,

August 9, 1921, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

**TEAKWOOD AND BLACKWOOD
FURNITURE, BRASS AND TEAK-
WOOD TWIN BEDSTEADS,
CARPETS,**

&c., &c., &c.

Comprising:—
Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Card and Occasional
Tables, Teakwood Twin Bedsteads,
large and small Wardrobes, Dressing
Tables and Chairs, Washstands, &c.
(some Teakwood), Sideboards, Dinner
Wagons, Dinner Services, Crockery,
&c. Glass Ware, Cooking Stoves, Cutlery,
&c. Bath Room Utensils, Electro-plated
Ware, One American Ice Chest,
Electric Reading Lamp, Screens,
Sundry Blackwood Furniture, Chairs,
Cabinets, Pictures, Enamel Bath, &c.

Also

One Auto Piano by Ratner & Co.,
London, and 63 Bells Music.
(Full Particulars from Catalogue).

Terms:—Cash on delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, August 3, 1921.

(FOR ACCOUNT OF THE CONCERNED),

ON

WEDNESDAY,

August 10, 1921, at 10.30 a.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

300 Tins (1 lb. & 2 lb.)

Mixed Biscuits.

Terms:—Cash on delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, August 2, 1921.

(FOR ACCOUNT OF THE CONCERNED),

ON

WEDNESDAY,

August 10, 1921, at 12 Noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

300 Tins (1 lb. & 2 lb.)

Mixed Biscuits.

Terms:—Cash on delivery.

HUGHES & HOUGH,

Auctioneers.

Hongkong, August 5, 1921.

MASSAGE.

Mr. HONDA and Mrs. HONDA.
14 years' experience.

No. 21, Wyndham Street,
(Opposite to the China Mail).

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS.

\$1. PREPAID.

Every additional word 4 Cents
for 3 insertions.

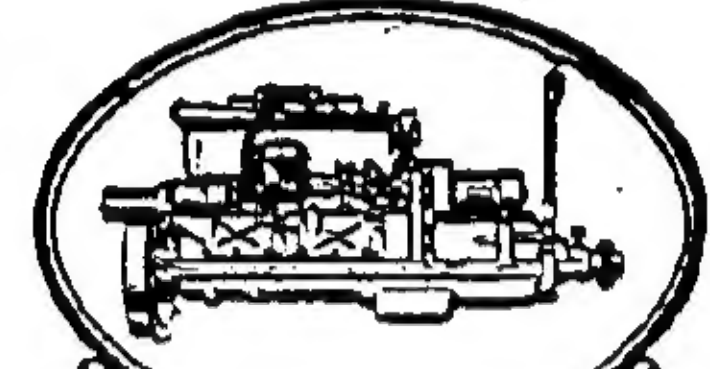
TO LET.

TO LET.—1st FLOOR, No. 16,
Nathan Road, Kowloon. Apply
to TONG WAI BUILDING AGENCY, No. 43,
Queen's Road, East. Telephone No.
1051.

FOR SALE.

FOR SALE.—ONE or TWO LOTS of
LAND, in Jordan Road, Kowloon,
about seven minutes by Ricksha from
Ferry. For plan & further particulars
apply Box 1233, c/o "CHINA MAIL."

INTIMATIONS.



KERMATH

Standardized in Every Part

The Kermath Marine Engine has

been standardized ever since it

was built. Every part of every

Kermath is interchangeable.

When you want a new part you

want it quickly. Because of

Kermath's standardization it is easy

for the Kermath dealer to turn

a complete set of parts in stock

for your immediate needs.

4 to 40 H.P., 4 cylinder, 4 cycle
Engines only.

Price: \$1200-\$1450. Detroit

Jardine, Matheson & Co.

SOLE AGENTS CHINA.

Kermath Manufacturing Co.

Detroit, Michigan

Cable Address: KERMATH.

Illustration of a steamship.

KERMATH

Illustration of a steamship.

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Illustration of a steamship.

KERMATH

HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY GENERAL
MEETING of the above
Company will be held at the HONG-
KONG HOTEL, Pedder Street,
Victoria in the Colony of Hongkong,
on WEDNESDAY, the TWENTY-
SEVENTH DAY OF JULY, 1921,

AT NOON, for the purpose of con-
sidering, and, if thought fit, approv-
ing the draft new Memorandum of
Association and a print of the exist-
ing Memorandum of Association of
the Company which will be submitted to the Meeting. A
print of such draft new Memorandum
of Association and a print of the exist-
ing Memorandum of Association of
the Company may be seen at the
Company's Registered Office in the
Hongkong Hotel, Pedder Street
aforesaid, and a comparison of the
print of the existing Memorandum
of Association with the print of the
draft new Memorandum of Association
will show wherein the draft new
Association Memorandum differs
from the existing Memorandum
of Association. Should the
Meeting approve of such new
Memorandum of Association with or
without modification, the proposed
Resolution will be proposed as an
Extraordinary Resolution, namely:—

(1) That the provisions of the
Company's Memorandum of Asso-
ciation with respect to its
objects be altered so as to read
as shown in the print signed for
the purpose of identification by
the Chairman of this Meeting,

and also for the following further
purposes, namely:—

For the purpose of considering,
and, if thought fit, approving the
draft new Articles of the Company
which will be submitted to the
Meeting. A print of such new Articles
and a print of the existing Articles
may be seen at the Company's Re-
gistered Office in the Hongkong Hotel,
Pedder Street aforesaid. In such
print the portions of the proposed
new Articles which differ from the
existing Articles are indicated by
underlining in black ink and by
marginal notes. Should the Meeting
approve of such new Articles with or
without modification, the proposed
Resolution will be proposed as an
Extraordinary Resolution, namely:—

(2) That the new Articles al-
ready approved by this Meeting
and for the purpose of
identification subscribed by the
Chairman thereof, be, and the
same are hereby adopted as the
Articles of the Company to the
exclusion of and in substitution
for all the existing Articles
thereof.

AND NOTICE IS HEREBY ALSO
GIVEN that a SECOND EXTRA-
ORDINARY GENERAL MEETING
of the Company will be held at the
HONGKONG HOTEL, Pedder
Street aforesaid, on SATURDAY,
the THIRTEENTH DAY OF
AUGUST, 1921, AT NOON, for the
purpose of receiving a report of the
proceedings at the above mentioned
Meeting and of confirming, if thought
fit, as Special Resolutions, the above
mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Re-
solutions (No. 1) be confirmed as a
Special Resolution by the requisite
majority, the alterations in the Com-
pany's memorandum of Association
consequently involved will be sub-
mitted to the Supreme Court of Hong-
kong for confirmation.

AND NOTICE IS HEREBY ALSO
GIVEN that the said SECOND EX-
TRAORDINARY GENERAL MEETING
will be held as aforesaid
will be continued for the purpose of
considering, and, if thought fit,
passing the following further Resolu-
tions as Extraordinary Resolutions,
namely:—

(3) That each of the existing
20,000 fully paid up shares of
\$50 each constituting the Com-
pany's present Capital of
\$1,000,000 be divided into 5
fully paid up shares of \$10 each
so as to make such Capital
\$1,000,000 consisting of 100,000
fully paid up shares of \$10 each.

(4) That after the division aforesaid,
the Capital of the Company
be increased from \$1,000,000
consisting of 20,000 shares of
\$50 each to \$2,000,000 divided into 200,000
shares of \$10 each by the creation
of 100,000 new shares of \$10
each—such new shares (subject
as hereinafter mentioned)—to be
issued at such time or times and
on such terms and conditions
in every respect as the Company's
Board of Directors may think fit.

(5) That it is desirable to capital-
ize the sum of \$1,000,000 being
part of the undivided profits of
the Company standing to the
credit of the General Reserve,
and accordingly that for the
purpose of effecting such capi-
talization such sum of \$1,000,000
be distributed as bonus
among the shareholders of the

HONGKONG TRAMWAY COMPANY, LIMITED.

(Incorporated in the United Kingdom)

NOTICE IS HEREBY GIVEN that
an INTERIM DIVIDEND of
ONE SHILLING per share on account
of the year 1921, has been declared.

The DIVIDEND will be payable on
and after WEDNESDAY, the 24th
day of August, 1921, to Shareholders
on the Register on TUESDAY, the
9th day of August, 1921, and will be
paid to Shareholders on the Colonial
(Hongkong) Register at the exchange
rate of 2/7 per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.

Hongkong, July 25, 1921.

HONGKONG, CANTON & MACAO
STEAMBOAT COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND OF ONE
DOLLAR per Share for the six
months ending 30th June 1921, will be
PAYABLE on TUESDAY, August 9th,
on which date Dividend Warrants may
be obtained on application at the
Company's Office.

The TRANSFER BOOKS of the
Company will be CLOSED from
TUESDAY, August 2nd to TUESDAY,
August 9th, both days inclusive, during
which period no Transfer of Shares can
be Registered.

By Order of the Board of Directors,
G. E. ELLIAMS,
Acting Secretary.

Hongkong, July 14, 1921.

NOTICE.

WE have This Day transferred the
Agency of the QUEEN INSUR-
ANCE CO. to Messrs. W. R. LOKLEY
& CO.

E. D. SASSOON & CO., LTD.
Hongkong, August 1, 1921.

NOTICE.

NOTICE IS HEREBY GIVEN that
the HONGKONG DOLLAR
DIRECTORY has been acquired, as
from July 7th, 1921, by the under-
signed with all rights and titles, and will
hereafter be published by them. No
claims against the Hongkong Dollar
Directory incurred prior to this date
will be admitted by the undersigned.

THE NEWSPAPER ENTERPRISE
LTD.
5, Wyndham Street.
Hongkong, July 7, 1921.

FOR SALE.

New and Used.
HARDLEY DAVIDSON'S.
INDIANS.
HENDERSONS.
WOLFE.
and SMITH.
MOTOR CYCLES.

REEVES & CO.,
105-114, Wo-Sang Street,
Kowloon

Company in proportion to the
shares in the Company's present
Capital of \$1,000,000 held by
them respectively on the date
hereinafter referred to, and that a
bonus be declared accordingly.

And further that the Company's
Board of Directors be and they
are hereby authorized to satisfy
such bonus as far as possible by
the distribution in manner aforesaid
of 100,000 shares of \$10
each credited as fully paid up
among the persons who are re-
gistered as the holders of the
shares constituting the Com-
pany's present Capital of
\$1,000,000 on such date as the
Company's Board of Directors
shall decide—such last mentioned
shares to rank par passu with
the shares constituting the Com-
pany's present Capital of
\$1,000,000 in respect of all pro-
fits of the Company earned since
the 31st December, 1920, and
such distribution to be in satis-
faction of the aforementioned
bona.

AND NOTICE IS HEREBY ALSO
GIVEN that a THIRD EXTRA-
ORDINARY GENERAL MEETING
of the Company will be held at the
HONGKONG HOTEL, Pedder
Street aforesaid, on WEDNESDAY,
the THIRTY-FIRST DAY OF
AUGUST, 1921, AT NOON, for the
purpose of receiving a report of the
proceedings at the above mentioned
Meeting in so far as regards Re-
solutions Nos. 3, 4 and 5 above and
of confirming, if thought fit, such
last mentioned Resolutions as Special
Resolutions.

Dated this Fourteenth day of July
1921.

By Order of the Board,
J. H. TAGGART,
Chairman.

EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

IRISH PROBLEM.

LONDON, August 6th.
The Government has decided to release
forthwith unconditionally all members of
the Dail Eireann, who are now interned
or imprisoned in accordance with the
Premier's promise to facilitate to the
unrested measures for peace.

LONDON, August 7th.
The Government has decided that Mr.
McKewen, a member of the Dail Eireann,
who was convicted of murder, cannot be
released.

LONDON, August 6th.
A constable was shot at and wounded
in Belfast, to-day, by two men whom he
challenged. Both ran off, but were seized
by two women. The men, however, broke
loose as the police appeared. One fired
and hit his companion by mistake. Both
were captured. They are believed to be
would-be robbers.

LONDON, August 6th.
Five armed men entered a cabinet-
maker's premises in Belfast, yesterday
afternoon, and demanded money. When
they were refused, they fired at and
wounded the two partners, who were
taken to hospital. The raiders escaped.

Subsequently, two public houses were
robbed while the proprietors were held
up with revolvers.

FATE OF ANGORA.

PARIS, August 7th.
A Constantinople telegram states that
the Kemalists have decided to evacuate
Angora.

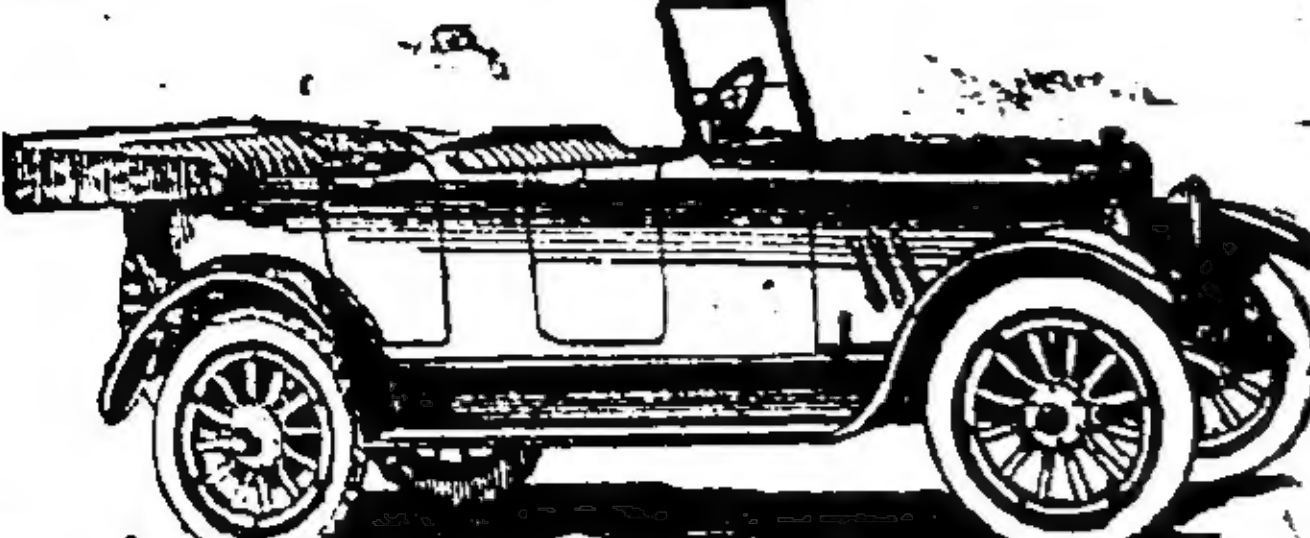
KINEMA DIVORCE SENSATION.

NEW YORK, August 6th.
A sensation has been caused in theatri-
cal circles by the announcement that
Leontine, who has filed a suit for separa-
tion from his wife, Geraldine Farrar,
both of whom are cinema "

The Postmaster-General has written to the Manchester Chamber of Commerce admitting that the complaint of delay in the cable service to India and the Far East is well founded. Magnetic storms practically stopped the operation of the cables between Suva and Aden from May 14 to 15, causing a large accumulation of traffic on the Eastern Company's cables. Throughout May the Commercial Pacific Company's cable between Manila and Guam was interrupted, thus necessitating the diversion to the Eastern Company's cables of the whole of the traffic between the United States and the Far East. The Guam cable has now been restored and is taking the United States traffic with the Far East; and the Eastern Company is diverting the whole of its Australian and New Zealand traffic to the Imperial and Pacific cables, in order to afford relief to the service to India and the Far East. The company assures the Postmaster-General that it is doing its utmost to overcome the difficulties of the abnormal situation, and he trusts that when the work now laid down in the Red Seal is completed the present exceptional delays will cease.

CARL ADDRESS
"MERCURY" HONGKONG.
CHINA ROAD
A.B.C. FOR EXPORT
"MERCURY" CHINA
HONGKONG
P. A. YOUNG
MANAGER

MERCURY MOTOR CAR CO.
59-61 Des Voeux Road Central,
HONGKONG.



ODDS AND ENDS.

MAINLY SCISSORS LOOT.

The King and the Small Boy.

There is no doubt the King thoroughly enjoyed his visit to Plaisance. I never saw him looking so happy writes a London correspondent. He was interested in everything, and pluckily ploughed—with the Queen—through the recreation ground, which would have been a quagmire in places had the threatened rain come down. At one stage a small boy seized the arm of his Majesty and requested him to pose to his chum for his photograph.

The King made no objection, but the boy with the camera was either so flustered, or had not fully prepared himself for the work, that the King was laughingly constrained to tell him to "get along with it." The boy got his "snap" all right.

Cousin's Unhappiness.

Mr. Justice Horridge, in giving judgment dismissing a wife's petition for judicial separation on the ground of cruelty in a case not otherwise of public interest, drew attention to the large degree of domestic unhappiness which resulted in proceedings in the Divorce Court, and which, he said, was due to the desire for excitement and amusement in many young women. That desire seemed to be a result of the war. In the case before him feelings of this sort had made the petitioner dissatisfied with the conditions of life which she had taken on herself when she agreed to marry a man of moderate means. Such feelings had resulted in her magnifying petty grievances, and in her turning them into accusations of cruelty.

World's Largest Flagpole.

The people of Australia have been presented with the largest flagpole in the world. It is made of American fir and measures 150 feet in length. The American Consul-General for Australia (Mr. Sammons) is the authority for stating that it is the largest flagpole in the world. At all events he claimed that this was the case when he presented the pole to the acting Prime Minister of Australia on American Decoration Day. He also gave the acting Prime Minister a little silver replica of the pole, with a small silver model of Australia as its base. The American Consul-General did not bring the flagpole with him when he made the presentation but it has been landed in Melbourne and will ultimately be erected at the Federal capital site at Canberra, where some day the Australian seat of Government is to be established.

Paris Police to be Armed.

In consequence of the last daring exploit of motor bandits in breaking into a jeweller's shop in broad daylight and making off with jewels said to be worth over 600,000 francs, the Prefect of Police has given orders that the policemen of Paris have to be armed with revolvers night and day. At present they only carry weapons at night-time. Jewellers have become nervous and are thinking out schemes for preventing robberies of the kind committed one Sunday morning. A jeweller in the Rue de la Paix has invented an effective method. Behind the window is an arrangement of copper wires which are almost invisible. An electric current passes through them and immediately the glass is broken with a hammer or by other means, the wires get into contact and, thanks to an ingenious mechanism, the board on which the jewel cases lie is overturned and the cases fall into the sub-basement, while the iron shutter falls with a crash on the thief.

Wasted Millions.

It has been computed by a Parliamentary expert that considerably more than £100,000,000 of our national expenditure this year was directly paid in subvention and bonuses to the workers and the lower middle class. Civil Service bonuses absorb £20,000,000, and Post Office bonuses £20,000,000. On the railways up to the end of May we were paying £21,000,000, chiefly to make up receipts lost by the coal strike, and which would otherwise have to be made up by traders and the travelling public. From June to August the railways will receive at least £18,000,000 out of the taxes, and between August and the end of the financial year Parliament has arranged to pay them £20,000,000, which discharges half of their war time claims. To

GENERAL ITEMS.

Said to be France's oldest soldier, Antoine Genest, who was 99, has died. He took part in the conquest of Algeria in 1842. He drank a jug of wine at every meal with a glass of brandy after it.

William Schurz, who recently won national fame by winning a prize for an essay, entitled "Ideals of Americanism," was arrested in New York on a charge of burglary. He pleaded guilty and was committed for trial.

Crossing the road in front of his shop John Everett, 60, a grocer, of Grimsby, saw a child playing in the path of an approaching motor-car. In trying to save the child he was knocked down by an electric tramway car and killed.

London is suffering from a plague of moths. "A drastic brushing of the entire wardrobe in the sun is the best remedy," declared a clothing expert to a reporter. "Although naphthalene and camphor serve to keep them away," he added "people should not neglect to look through their clothes weekly."

Having been responsible for the appearance at police courts of 5,000 motorists, Constable W. Eustace is retiring from the Metropolitan Police, and at Hampstead Police Court, Dr. J. Macdonald Brown, the chairman, said that Eustace had earned the reputation of being a perfect terror to scorchers and road-hogs.

Swarms of tiny black insects were seen at Edmonton, N. In Forest street a tramway-car driver had to pull up and the service was interrupted while his colleagues tried to dislodge the insects from his eyes. They swept over playing fields like a swarm of locusts, causing the tennis players to stop until they had passed.

According to a wireless from the "Aquitania," on her way from New York, £10,000 worth of jewels has been stolen from Mrs. C. A. Mann, a passenger in the ship. English detectives and an inspector of Lloyd's have arrived at Cherbourg to make inquiries when the "Aquitania" arrives.

It is estimated that the police in New York County have seized liquor since the new dry laws went into effect worth £10,000,000 at present prices. Some of the very highest class will be sold to hospitals or other legitimate users; and the remainder will be towed to sea in barges and there dumped, favouring the ocean and perfume the breezes many miles around.

A rather unusual wedding took place on a bridge at the town of Uj-Szeged. The bride was a Jugo-Slav, and the bridegroom a Hungarian, and since neither of them had obtained a passport visa, the wedding ceremony was performed by a Hungarian magistrate on the Hungarian-Jugo-Slav frontier line, which passes across the middle of the bridge. After the wedding the bride, having become a Hungarian citizen, was permitted to step over the border and go into Hungary with her husband.

The Japanese Government has started investigations into the condition of lepers with a view to formulating a policy of relieving the sufferers in the most practical way. Government asylums for lepers in the Empire number five, capable of accommodating only 1,500, whereas the total number afflicted aggregates over 25,000 according to the latest returns. The authorities hope to carry out their plans in concert with the various public charity associations. The necessary measures will be brought before the Diet in the next session. One of the chief needs is a better arrangement in the asylums, whereby proper segregation of the sexes may be secured. The sexual question among the lepers is perhaps the most horrible feature of the whole business. So far, the handling of the question has been even more inadequate in its methods than in amount.

meet the trading losses of the Sugar Commission, the Treasury has to pay some £24,000,000. Of all this expenditure the large part cannot be recovered after this year, and the rest, the bonuses to civilians and postmen, will diminish rapidly as the cost of living falls. Meanwhile the money is distributed to a large section of the community and part of it returns to the Treasury as income tax.

RICE MERCHANTS' RSE.

FROM SMALL BEGINNINGS.

CHINESE WILL DISPUTE.

INTERESTING ACTION.

The estate of a persevering Chinese who, beginning life as a labourer in the fields, worked his way up—the ladder of success until he had won a large fortune in China, Saigon and Hongkong formed the subject of an interesting will case begun in the Supreme Court this morning before the acting Chief Justice (Mr. Justice Gompertz).

Lau Kong Hing (with several aliases) was the name of the testator and the action was brought by the widow, two concubines and the widow of a deceased son. The defendant was Lau Shui Tsun, described by counsel as a life-long friend of the testator, to whom probate in common form of the document in dispute was granted in October 1913.

The plaintiffs claimed that they had an interest in the estate, that the alleged will was invalid, that the deceased was of unsound mind at the time the document purported to have been executed and that he was unduly influenced by the defendant. It was urged that the Court should pronounce against the validity of the alleged will and revoke the probate, granting letters of administration to the first plaintiff.

It was denied by the defendant that the plaintiffs had any interest in the estate and that the will in dispute was not executed, made and acknowledged according to Statute. The other allegations were also denied.

Mr. C. G. Alabaster (instructed by Messrs. Denny and Bowley) appeared for the plaintiffs and the defendants were represented by Mr. F. C. Jenkin (instructed by Messrs. Wilkinson and Grist).

When the hearing was commenced this morning Mr. Alabaster pointed out that the burden lay upon the defendant to prove the validity of the will and Mr. Jenkin then proceeded to outline his case.

Mr. Jenkin related to the Court how Lau Kong Hing, after beginning life as a toiler in the fields, rose by dint of hard work and perseverance to wealth and position. Born of poor parents in the year 1855 he was evidently, counsel said, a boy of some industry and ambition but his parents could not afford to give him the opportunities and advantages for which he craved. But in his spare time the youth studied hard at the local school and it was when he was 16 years of age that fortune first began to take notice of him. At that time he came into contact with a Chinese gentleman, managing partner of a rice shop, who was visiting the village. Pitying the lad's poverty and inability to advance himself the rice merchant took Lau Kong Hing to Hongkong and found him a job as servant boy in his shop at a monthly salary of two dollars. Two years later the boy was still in the same position but evidently he was contented because when he wrote his autobiography later on he wrote his pleasure at the acquisition of so large a sum at that age. Afterwards, however, he became restless and when he was 19 years old he pressed for an appointment in some other foreign country. Next year he went to Saigon and there by his great zeal he secured a position which carried a salary of thirty dollars a month.

The real beginning of his advance to fortune, proceeded Mr. Jenkin, was when he was able to invest his scanty savings in a small share in a rice milling business which was formed by some of his uncles. He seemed never to have looked back from that moment. He made money fast and at the age of 35 he wished to retire. His uncles were against it but shortly afterwards his father died and that gave him an opportunity of returning to his home where he remained for a period of three years attending to various domestic and family details connected with the burial. He went back again to Saigon where he spent one more year during which he managed to double his fortune. He retired at the age of 40.

Although good fortune had attended him throughout his career, ill-luck visited him in his retirement. He was bed-ridden for six or seven years but afterwards he recovered and after expressing gratitude to his ancestors and to his gods he began to enjoy the fruits of his labour. His mode of life was very simple and economical and at the age of 55 he decided to retire to his native land, Hongkong and Saigon. The only cloud which shadowed his otherwise successful career was trouble between himself and members of his family. That this was so was evident from one of his documents in which he stated his opinion that too much money was not good for certain of his relatives. The deceased arranged many safeguards against their getting hold of more than he considered good for them.

Mr. Jenkin said that the amount of the deceased's Hongkong estate was reckoned to be about \$45,000 and his Saigon estate was worth between \$60,000 and \$70,000. His Chinese property amounted to about \$20,000. The case is proceeding.

LAST NIGHT'S RAIN.

SILK STORE'S STOCK DAMAGED.

LOSS ESTIMATED AT \$20,000.

Last night's heavy rain proved disastrous for Messrs. D. Chellaram & Co., Indian silk merchants of No. 36a, Queen's Road Central, where water caused damage to their stock of silk and other valuable goods to the extent of some \$20,000. The water was blown in sheets by the wind into the verandah of Messrs. Cooper & Co., Importers and Exporters of the second floor of the same building, and working its way into the ceiling, poured down in torrents into the first floor, used as sleeping quarters by the assistants of Chellaram and Co. It took only a few minutes for the water to get into the shop below, where it poured into the show windows. The shop people who were awakened by the deluge, were soaked to the skin, working strenuously in deep water to save the stock. No sooner had they removed a bale of silk to one part of the shop than the water broke through the ceiling and did its work of destruction in the new place. The men worked strenuously from 1.30 to 5 this morning to have consolation of saving only a very small percentage of the valuable stock in the front part of the shop. Luckily the rain stopped before the water reached the rear portion of the premises, and the valuables stored there were spared. A *Chung Mei* reporter who visited the premises this afternoon, was informed by the manager, that it was fortunate that a large shipment of silk and other finery had been despatched only the previous morning, or the loss would have been more than double.

MOTOR CAR INCIDENT.

SAILOR WHO WANTED SPEED.

Charged with having assaulted a motor car driver, a Filipino named Felix Ponciano, a member of the crew of the U. S. destroyer "Rial," this morning admitted the offence but claimed that he had received provocation. The driver said that other sailors hired his car for a trip round the island. He was running at a moderate pace when the accused urged him to go faster. When witnesses told the accused that he would be exceeding the speed limit, the latter attempted to take the steering wheel himself. The witness tried to prevent him, and the accused struck him behind the ear. The accused asserted that when he asked the complainant to go a little faster, the latter stopped the car and refused to go any further. When he remonstrated with complainant, the latter left the car and challenged him to fight, so he "landed" one on the ear. Magistrate Orme decided that the case was not a serious one, and bound the accused over in the sum of \$50 to be of good behaviour for six months.

LOST P.N.E.

DEBTORS DEFENCE FAILS.

The fact that the documents had been lost did not help a Chinese clerk, formerly a shoof at the Harbour Office, from whom two Indian moneylenders claimed payment of \$400, under two promissory notes of \$200 each, at the Summary Court to-day.

Mr. G. R. Haywood who appeared to support the claim explained to Mr. Justice Wood who heard the case that the four documents had been handed to him but had since been mislaid by his clerk. After the evidence of the plaintiffs had been heard Mr. Haywood called Mr. Cooper, of the Supreme Court staff, as a witness. Mr. Cooper said that when the defendant was served with the writ he admitted that he owed the money but said he could not pay it just then.

In the witness box the defendant, who was represented by Mr. C. H. Lyson, told the Judge that he had paid the money and received back the notes which he had thereupon burnt. His Honour said that he disbelieved the defendant and gave judgment for the plaintiffs directing that the latter and Mr. Haywood should furnish an indemnity bond in respect of the lost documents.

DERELICT LIGHTER.

Capt. T. Brown, of the s.s. "Yuet Wah," reports having passed on July 30 at 12.30 p.m. a derelict lighter about 50 feet in length, half submerged, in Lat. 16° 11' N. long 119° 41' E. near Peira Point, Cape Bolinao, Philippine Islands.

George Hubert Cecil Gray has passed as master ordinary.

The ship "Yuet Wah" brought 245 tons of general cotton and machinery for Hongkong.

TO-DAY'S

ADVERTISEMENTS.

ROYAL HONGKONG GOLF CLUB.

THE MEMORIAL STONE at FAN-LING erected in memory of the members of the Club who fell in the Great War will be unveiled by His Excellency the Governor on SUNDAY, 14th inst., at 5 p.m.

Main Course.—Fencing. This course will be reopened for play on SUNDAY, 14th inst. The bye-law restricting ladies from playing on certain days is cancelled from 15th inst. until further notice.

Relief Course.—Fencing. This course will be CLOSED for topdressing on MONDAY, 15th inst. until further notice.

By Order of the Committee.
J. B. ROSS,
Hon. Secretary.
Hongkong, August 8, 1921.

VICTORIA RECREATION CLUB.

THE ANNUAL GENERAL MEETING of Members will be held at the Club on FRIDAY, the 12th day of August, 1921, at 5.30 p.m., for the purpose of considering and passing the Annual Report and Statement of Accounts for 1920 and of transacting all other business which ought to be transacted thereat.

R. C. WITCHELL,
Hon. Secretary.
Hongkong, August 2, 1921.

NOTICE.

WE have made a REDUCTION of 15% on all SMOKING requisites from August 4th to August 18th.

TABAQUERIA FILIPINA.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ (United Netherlands Navigation Co.).

HOLLAND-OOST AZIE LIJN. (Holland-East Asia Line.)

NOTICE TO CONSIGNEES.

From: HAMBURG, ROTTERDAM, LA ROCHELLE PALICE, GENOA and LISBON.

THE Steamship "TIMANOEK."

Having arrived from the above Ports, Consignees of Cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 14th August, 1921, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 13th August, 1921, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever. Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LINES, General Agents.

Hongkong, August 2, 1921.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

THURSDAY, August 11, 1921, commencing at 12 o'clock (noon), at their Sales Rooms, Duddell Street, One 5-Seater—20 H.P. Maxwell Motor Car with Electric Starter, Lamps and Horn, etc.

Further particulars and inspection orders may be had from the Undersigned.

Terms:—Cash on delivery.

LAMBERT BROS., Auctioneers.

Hongkong, August 8, 1921.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the *China Mail*, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

SUPPLIED BY ALL CHEMISTS.

Physicians prescribe Chamberlain's Colic and Diarrhoea Remedy because it relieves cramps in the stomach and intestinal pains quicker than any preparation they can compound. It can be bought from any chemist. A bottle will keep for years and no home is complete without it. For sale by all Chemists and Storekeepers.

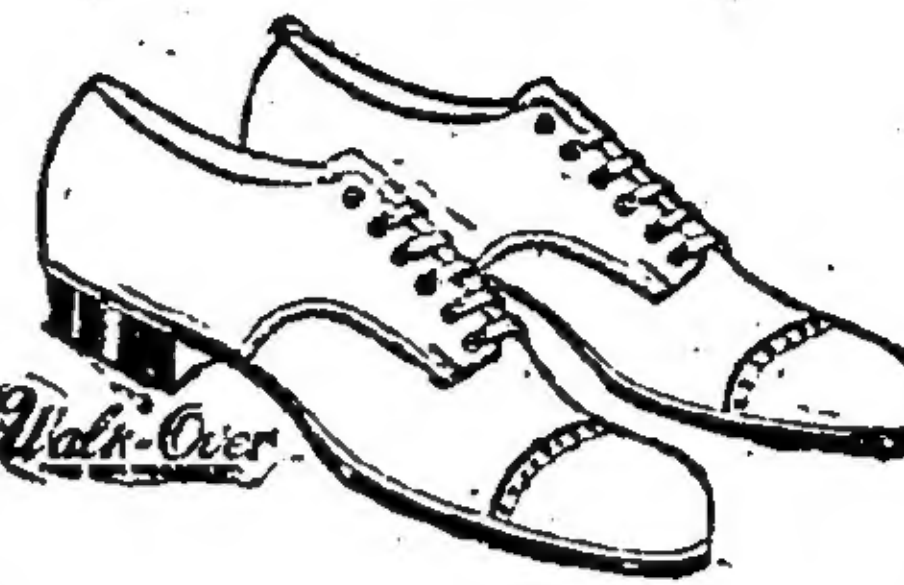
NOTICES

SMART SUMMER SHOES



OF GUARANTEED QUALITY AND SOUND VALUE.

NEW SEASONS DISPLAY



NO SMARTER GOODS AND NO LARGER VARIETY.

WE ALSO SPECIALISE IN WALK OVER, OAKMORE AND McAFEE'S GOLF SHOES.

LANE, CRAWFORD & CO.

COLUMBIA

CELEBRATED MARCHES

| | | |
|--------|--------------------|----------------|
| A 7520 | FLASHING GLORY | Prince's Band. |
| | THE LIFE GUARD | " " |
| A 7516 | FATHER OF VICTORY | " " |
| | ITALIAN RIFLEMEN | " " |
| A 7517 | HIGH SCHOOL CADETS | " " |
| | MARCH LOBBARINE | " " |
| A 6155 | OUR DIRECTOR | " " |
| | CENTENNIAL | " " |
| A 7155 | WASHINGTON POST | " " |
| | PETITIS PIEROTS | " " |

ANDERSON'S

(THE COLUMBIA SHOP)

Sole Agents:—

Suzuki & Co.

SAKURA BEER
Alexandra Buildings.
Tel. 468 & 467.

Berger Paints
Colours, Enamels, Varnishes

PREPARED PAINTS OF ALL KINDS AND COLOURS. BERGER'S LIQUID RED LEAD covers 60 per cent. more surface, weight for weight, than the ordinary hard mixed Red Lead.

MATRON—The oil paint you thin with water. Covering capacity one third more than that of Washable Distemper.

STRUCTURAL & ROOF PAINT—A preservative.

BERGER'S VARNISH—OAK VARNISH, BLACK JAPAN, COALS, ETC.

LEWIS BERGER & SONS, LIMITED.
FRANCIS OF APPLICATION—STOCKS CARRIED.

SOLE AGENTS:—
W. R. LOKLEY & CO.

MR. BERGER MADE FINE COLOURS IN LONDON IN 1767.

Vickers' LONDON Gin

The Perfection of over a Century's Experience in Gin Distilling

"BOTH BRANDS ARE BENEFICIAL!"

FINEST LONDON OLD TOM
FINEST LONDON UNSWEETENED

Price per Case 1 doz. qts. Duty Paid \$28.00

SOLE AGENTS:—
GANDE, PRICE & CO., LTD.
8, QUEEN'S ROAD, CENTRAL HONGKONG.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings: To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only). From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

Sailings: To Macao daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only). From Macao daily at 8 a.m. and 2 p.m. (Sundays at 2 p.m. only).

Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK VIA SUEZ.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FICME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE. Via SINGAPORE, PENANG and COLOMBO.

S.S. "TRIESTE" Sailing on or about 15th August.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th August.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to SAILING FROM COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA" Sailing the beginning of Sept. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

*HIMALAYA MARU Sunday, 14th August.

BUENOS AIRES—Ride Jansz, Santos, Durban & Cape Town via Singapore.

PANAMA MARU Thursday, 11th August.

BOMBAY & COLOMBO—Regular fortnightly service via SINGAPORE.

SAIGON MARU Thursday, 11th August.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular Monthly service.

BUSHI MARU Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

AFRICA MARU (Omit, Dairen) Tuesday, 23rd August.

NEW YORK via PANAMA.

HAYRE MARU Monday, 15th August.

NEW ORLEANS via SUEZ.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

BURMA MARU Thursday, 1st Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.K. wharf near the Harbour Office.

AMAROSA MARU Sunday, 14th August.

TAKAO via SWATOW and AMOY.

SOSHI MARU Thursday, 11th August.

For sailing dates and further particulars please apply to: Y. YASUDA, Manager, No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO. LD. & CHINA MUTUAL S.S. CO. LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LD.)

SAILINGS FROM HONGKONG.

*ATREUS" Via Suez Canal 22nd August.

*CITY OF CANTON" Via Suez Canal 25th September.

*Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG, HONGKONG & CANTON.

REISS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA" 20th August.

For Freight and Passage, apply to:

THE OCEAN & AUSTRALIA S.S. CO., LTD.

Telephone No. 2377. 112, Connaught Road Central.

SHIPPING

C. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|----------------------------|----------|---------------------|
| SWATOW & BANGKOK | CHUAN | Aug. 9, at 10 a.m. |
| SHANGHAI | SHANGHAI | Aug. 13, at 10 a.m. |
| SHANGHAI AND TIENTSIN | CHUAN | Aug. 13, at 10 a.m. |
| SWATOW AND SINGAPORE | HUI | Aug. 13, at 10 a.m. |
| WEIHWAI, CHEFOO & TIENTSIN | HUI | Aug. 13, at 10 a.m. |
| SHANGHAI | SHANGHAI | Aug. 13, at 10 a.m. |
| HOIHOW, PAKHOI & HAIPHONG | SHANGHAI | Aug. 13, at 10 a.m. |
| SHANGHAI | SHANGHAI | Aug. 13, at 10 a.m. |
| MANILA, CEBU AND ILOILO | SHANGHAI | Aug. 13, at 10 a.m. |
| SHANGHAI & TIENTSIN | SHANGHAI | Aug. 13, at 10 a.m. |

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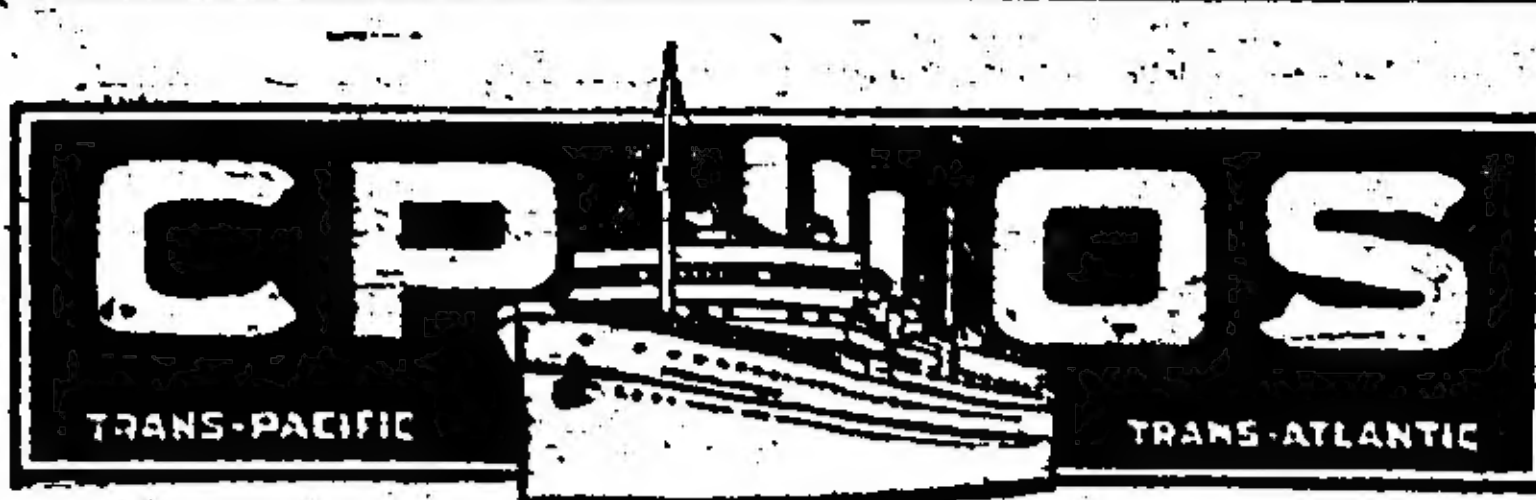
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S.S. "SANDON HALL" 19th Sept.

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NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS OUT

FROM SHANGHAI.

Aug. 10—P. & O. Dairen.

28—R. F. Atreus.

29—R. F. Calchas.

29—R. F. Agamemnon.

Sept. 5—R. F. Ascanius.

7—R. F. Nanchow.

7—R. F. City of Canton.

17—R. F. Eurypylus.

18—R. F. Thebes.

19—R. F. Ningchow.

19—R. F. Dairen.

Oct. 12—R. F. Eurymachus.

FROM JAPAN.

Aug. 13—R. F. Teiresias.

15—R. F. Japan.

17—R. F. Tylos.

18—R. F. Cyclops.

20—R. F. St. Albans.

24—R. F. Macels.

24—R. F. Arratoon Apes.

24—R. F. Easton.

24—R. F. Rensu.

24—R. F. Tenda.

24—R. F. Calchas.

24—R. F. Khyber.

24—R. F. Eastern.

24—R. F. Elpenor.

24—R. F. Pyrrhus.

24—R. F. Khiva.

24—R. F. Agapenor.

24—R. F. Sardis.

24—R. F. Antiochus.

24—R. F. Karmah.

24—R. F. Nankin.

24—R. F. Meador.

24—R. F. Teiresias.

FROM MANILA.

Aug. 12—R. F. Ixion.

Sept. 2—R. F. Talchibius.

24—R. F. Tydareus.

Oct. 12—R. F. Proteolus.

Nov. 20—R. F. Tydareus.

Dec. 11—R. F. Talchibius.

FROM JAVLA.

Aug. 11—J.C.J.L. Tikini.

17—J.C.J.L. Tikeboet.

FROM CALCUTTA.

Aug. 10—R. F. Arratoon Apes.

18—R. F. Tenda.

FROM SYDNEY AND MELBOURNE.

Aug. 18—N. Y. K. Tongo Maru.

29—R. F. Eastern.

FROM VANCOUVER.

Aug. 2—R. F. Teioser.

11—R. F. Empress of Russia.

14—R. F. Monteale.

24—R. F. Tydareus.

Sept. 13—R. F. Tydareus.

Oct. 12—R. F. Proteolus.

Nov. 3—R. F. Ixion.

24—R. F. Tydareus.

Dec. 15—R. F. Tydareus.

FROM LONDON.

Aug. 15—P. & O. Khyber.

18—R. F. Inaba Maru.

LLOYD'S REGISTER.

ORIGIN AND GROWTH.

A FASCINATING STORY.

It is the nature of things, travelling and the transport of goods by sea is accompanied by a certain amount of risk and from the earliest times measures were taken to guard against this risk by various systems of insurance. In the sixth century under the Justinian Code 6 per cent. was fixed as the ordinary and legal standard of interest, 8 per cent. was allowed for manufacturers and merchants, while 12 per cent. was granted for the "perilous adventure" of "nautical insurance."

In the middle ages the Italian Republics had laws regulating the loading of vessels, and similar arrangements were not unusual in England. It was not, however, until the early part of the 18th century that anything in the form of a systematic record of ships was attempted.

At this period it was the custom for those interested in shipping to meet for the purpose of discussing their business affairs at a coffee house kept by one Edward Lloyd. The earliest reference to this establishment appears in the *London Gazette* of February 18, 1668. At that time the coffee house was situated in Tower-street, and from 1692 onwards it was in Lombard-street.

In the course of time this establishment became the headquarters of maritime business, and especially of marine insurance, and from this small beginning sprang what is now the world-famous Corporation of Lloyd's.

EARLIEST RECORDS.
It would appear that certain records of shipping called "ships lists" were kept. Probably for a considerable time these were in manuscript and were passed from hand to hand, but about 1726 they were put into type and circulated in the form of a printed register.

It is unfortunate that no early copies of this register are now in existence, but this was probably due to the fire which destroyed the Royal Exchange in 1838. The oldest copy of a register of shipping which can be traced is dated 1794-56. Unlike the later volume, this book was oblong in shape, and its singed edges bear evidence of having passed through the flames. The information it contained was very complete, comprising the former and present names of the vessels, the names of the owners and the masters, the tonnage, the number of crew and guns, the port and year of build, together with the classification printed in the column indicating the year in which the vessels were respectively surveyed, the last column ('66) being left blank to receive the latest alterations in writing.

Most of the vessels recorded in this volume are of very small size, but there are several of four, five, and six hundred tons, two of eight hundred, and one as large as nine hundred tons.

The classes assigned to these vessels were designated by the letters A, E, L, O, U, which referred to the hull, while the letters G, M, and B, meaning good, middling, and bad, related to the equipment. Thus AG would denote a first-class ship with a good outfit, while UB would indicate a ship of the lowest class with a bad outfit.

The register for 1775-6 is noteworthy as being the earliest book extant containing the now familiar class of AL. In this book also the alterations were posted, or stamped, in type, which practice has continued down to the present time as regards a certain proportion of the registers, and in this respect Lloyd's register book stands alone.

Time will not permit me to go into a detailed recital of the various developments of the register book, but I think a comparison of the 1835 book with the current edition epitomises the progress which has been made.

It is also, I suggest, worthy of note that the subscription for a copy of the 1835 book was three guineas, and that this remained unaltered right up to 1920, a period of 85 years.

While the progress of the book itself is of interest, I think it is of greater importance to deal with the particulars the book contains and the basis of the information.

Up to 1799 vessels were assigned the classes to which I have already referred by the surveyors who carried out the examination, but in that year a new system was introduced by the underwriters, who were responsible for the publication. The new basis of classification was almost entirely dependent on the place of build of the vessel and her age. For instance, a vessel built on the Thames or at one of the Royal dockyards or in India was continued on the first-class for 13 years, while vessels built in Scotland or Wales, or in the North-East Coast, were only allowed eight years. Ships built at certain ports on the South Coast of England were granted 12 years, while some of the Channel ports and Liverpool and Bristol were only allowed ten years. Vessels built in the United States, if built of the live oak of the Southern States, were given 12 years, but otherwise they had only six years. Colonial vessels and vessels built of fir were allowed only five years, or sometimes only four, whereas those built at Quebec or Bermuda were granted ten years.

It is not to be wondered at that shipowners protested against such a system. They held meetings and passed resolutions denouncing it as "founded in error and calculated to mislead the judgment of merchants and underwriters," and predicted injurious consequences to all concerned.

SHIPOWNERS' ANTIMONY.

Their protestations were, however, unheeded, and the shipowners thereupon formed a society of merchants, shipowners and underwriters, and started a book of their own known as the Shipowners' Registry or Red Book. (The underwriters' registry was known as the Green Book.)

It is somewhat surprising to note that the shipowners reproduced in their registry precisely the same error as that which they took such strong exception in the case of the underwriters' registry, making the place of build the predominant factor in determining the classification.

The result was that two registries were in existence at the same time, a situation which proved to be inconvenient and unsatisfactory.

In 1823 the discontent became so great that public meetings were held, and finally a committee of inquiry was appointed consisting of 8 merchants, 8 underwriters, 8 shipowners, and 9 representatives of the outports. The investigation of this committee extended over a period of two years, and their report shows clearly what great pains they took to obtain the fullest information. The great difficulty which the inquiry Committee foresaw was in connection with the financial support of the proposed register, which they perceived to be a necessary condition of success. They recorded their conviction that all expectation of raising a sum sufficient to cover the estimated expenditure "must, except under the sanction of Parliamentary provision, prove visionary and hopeless," but at the same time, they pointed out that "the direct interposition of public support would, in all probability, transfer to the Executive Government the superintendence of a system imperatively requiring for its effective administration the aid of mercantile and professional knowledge and experience." It is a tribute to the wisdom and prevision of the gentlemen who formed this Committee of Inquiry that they expressed a point of view in regard to Government control in almost exactly the same form of words as is being used everywhere to day after an experience of 100 years.

No financial support was, however, forthcoming from the Government, and by 1833 things had come to such a pass that there appeared to be a possibility of the registers ceasing operation altogether. Lloyd's therefore initiated fresh action, with the result that in 1834 the Red and Green Books were amalgamated and Lloyd's Register of British and Foreign Shipping was established on its present basis. Under its original constitution the committee consisted of 8 merchants, 8 underwriters, and 8 shipowners, with the chairmen of Lloyd's and of the General Shipowners' Society as members ex-officio.

The practice of classing vessels according to place of build or on the decision of the surveyor was abandoned, and the general principle on which the register was to act was to assign a class which

should be as nearly as possible "a correct indication of the real and intrinsic quality of the ship." Classes were to be assigned only by the committee "after a due inspection of the reports of the surveyors and of the documents which may be submitted to them."

ADDITIONAL MEMBERS AND COMMITTEES.

As time went on additions were made to the committee. In 1845 three additional seats were provided for Liverpool. In 1863-4 eleven members were added, 4 for Liverpool, 2 for the Clyde, and one each for the Tyne, Wear, Hull, Bristol and the Tees. In 1871 a further member was assigned to Liverpool, making eight in all. In 1882 nine new members were admitted and so on, and at the present time the general committee consists of no less than 75 members, of whom nine are shipbuilders or engineers.

There is in addition a technical committee consisting of 15 members elected by the scientific institution connected with the shipbuilding and engineering industries.

In 1845 a branch committee was formed at Liverpool, and in 1900 at Glasgow, to provide for the local control of the society's affairs. Since then similar committees have been established in America, France, the Adriatic, and in Sweden.

The constitution of the Glasgow committee will give you a very good idea of the general lines on which the various committees are elected, and you will observe the representative character of the bodies entitled to elect members. The committee consists of—

Four members elected by the Glasgow Underwriters' Association.

Three members elected by the Glasgow Shipowners' Association.

Two members elected by the Clyde Steam Shipowners' Association.

One member elected by the Clyde Sailing Shipowners' Association.

One member elected by the Chamber of Commerce.

One member elected by the Merchants' House; and

One member elected by the Greenock Chamber of Commerce and Greenock Shipowners' Association jointly.

It will thus be seen that a Parliament of Shipping has been formed, in which all interests are represented, and I suggest that Lloyd's Register presents a remarkable example of voluntary effort for the preservation of a high standard of efficiency for the shipping industry. But what about the actual work of supervision?

This work is carried out by a highly trained technical staff, none of whom is permitted to have any financial interest in ships or any financial interest therein. No surveyor is allowed, for instance, to have an interest in any patent connected with ships or machinery, and if he should devise any improvement or innovation he is required to immediately report the facts to the committee, who decide what action he should take in order to get rid of his interest and thus regularise his position.

HOW LLOYD'S KEPT ABREAST OF THE TIMES.

It will be readily understood that owing to the number of years during which it has been in existence and to the wide sphere of its operations, the society has at its disposal experience and data which no other institution could possibly procure. All such information is carefully collated at the head office and is invaluable when considering the various proposals, some of them of a novel nature, which are from time to time submitted for consideration.

During the past 100 years there has been a remarkable advance both in ship construction and in methods of propulsion, and as each step forward has been taken the carefully kept records of the past have enabled the society to bring to the consideration of each new move an unrivalled experience and knowledge.

In 1834 rules for wooden vessels only were required, but in 1855 it became necessary to publish rules for iron vessels, which in 1863 were revised and brought up to date in the light of the experience which had been gained with vessels built of this material, and in 1870 these rules were further revised.

The first iron vessel to be classed of which there is any record was the "Sirius" of 180 tons, built at London in 1837.

In 1877 steel began to come into use for ships and boilers, and careful

investigations were made as to the suitability of this material, with the result that it was accepted by the committee, and a reduction of 20 per cent. was allowed from the scantlings required for iron vessels.

In 1888 complete new rules were brought out for steel vessels, steel having by that time largely superseded iron for ship construction.

The same procedure has been followed with machinery, and whereas in 1834 the merchandise of the world was carried in wooden sailing vessels, we have now ships propelled by steam reciprocating engines, by fast running turbines, by turbines with reduction gear, and by Diesel oil engines.

The problems connected with each of those outstanding types have all to be considered and dealt with, and Lloyd's Register has had to make sure before assigning the hall-mark of its classification to any new departure that it is fit to carry out the work required of it.

In addition there are special types of ships to be dealt with, such for instance as vessels fitted for carrying refrigerated or chilled cargoes. When you consider for a moment the loss which might be entailed by inefficient refrigerating appliances in the case of a vessel bringing home many thousands of tons of frozen or chilled meat from Australia, New Zealand or the River Plate you will understand how important it is for everything connected with the construction of such vessels to be carefully supervised.

So important has cold storage now become, that the society has been called upon to supervise the construction, so far as the refrigerating appliances are concerned, on a number of large buildings throughout the country.

CLASSIFICATION OF A NEW SHIP.

You may be interested to know the procedure which is followed to class a new ship at Lloyd's. First, plans are submitted by the builders showing the sizes proposed for the various parts of the hull, machinery and boilers. These plans are examined by a special staff and approved after such amendments as may be found necessary. The material is then ordered and is tested by the surveyors at the steelmakers' works before delivery to the builders. All casting and forgings are also examined during manufacture and tested. During the actual construction of the vessel the surveyor is in constant attendance at the builder's yard or engine shop, and it is his duty to see that the approved plans are adhered to and that the workmanship is satisfactory.

On completion the machinery is tried under steam. The anchors and chains are also tested at one of the proving houses, which, although now owned by the society, are under their direct supervision. If the vessel, as is now generally the case, is supplied with an electric light installation, this also is examined during the process of fitting and is tested on completion. The surveyors then send in their reports, which contain full particulars of various parts of the hull, engines, and boilers, and if these are satisfactory the committee assign to the vessel the class for which she is eligible.

In order to entitle her to retain her class, however, the hull machinery and boilers are required to be submitted to periodical surveys so as to ensure that they are properly kept up. If the vessel sustains any damage the same must be repaired to the satisfaction of the surveyors.

You will thus see that not only is the vessel and her machinery supervised during construction, but her subsequent upkeep is assured so long as she retains her class.

When I tell you that about 28 million tons are at present classed with the society, and that 42 million tons of new ships were actually being constructed under the society's supervision at the end of March last, you will appreciate that the number of surveyors and staff necessary to undertake this work must be large.

In 1835, 13 exclusive surveyors and 47 non-exclusive surveyors, all of whom are stationed in the United Kingdom, sufficed to carry on the work.

At the present time the surveying staff consists of 274 exclusive surveyors at home and 181 abroad, and 3 non-exclusive surveyors at home and 53 abroad, a total of 511. The staff includes specialists in refrigerating work, in electrical work, and in the manufacture of forgings and of castings. In 1835 one surveyor was able to cope with all the work in the Clyde district, but to-day fifty-seven are required, and further, Dr. Montgomerie, the

CURIOUS MEDICAL PROBLEM.

HEART BEATS SEVEN HOURS AFTER BREATHING STOPS.

A curious medical problem has arisen through the peculiar nature of the death of a dustman in the employ of the Paddington Council.

The man, Loo Major, aged 38, of Alberts-terrace, Milton-avenue, Stonebridge Park, was admitted to hospital suffering from sleep, sickness. An operation on the spinal cord was decided upon, but during the administration of the anæsthetic Major ceased to breathe. Artificial respiration was tried, but the man did not breathe again, although the heart continued to beat for seven hours and a half. The question arises—when did death occur?

principal surgeon for Scotland and assistant to the society's chief surveyor, who is stationed at Glasgow, is empowered to deal with the plans of all vessels to be built in Scotland in order to avoid the delay and consequent inconvenience caused through submitting them to London.

OTHER WORK.

The society is not a company, has no shareholders, and pays no dividend. The revenue derived from the fees charged for surveys, &c., other expenses, and any balance goes to the fund to provide staff pensions. The society is, moreover, a generous contributor to technical education and experimental and research work and provides no less than 14 scholarships in naval architecture and engineering, each tenable for three years at various universities. One word about the society's effort in the Allied cause. The services of the society's surveyors were placed by the committee at the disposal of his Majesty's Government and of the French and American Governments, and the assistance of the chief ship surveyor and members of his staff was given to the Shipping Controller and to the Controller General of Merchant Shipbuilding.

Over 900 vessels were built under the inspection of Lloyd's Register for the Admiralty, in addition to a large number of auxiliaries for the War Office. Large orders for condensers, tubes, boiler tubes, copper pipes, &c., were placed in America by the Government, and all this material was inspected and tested by the society's surveyors before shipment.

About 1,400,000 tons of shell steel made in Britain for the French Government were also inspected and tested. All the merchant vessels surrendered by Germany were examined and reported upon, besides a large number of neutral ships chartered by the Allies.

An interesting incident which occurred during the war, illustrative of the value attached to the Register book, is worth mentioning. Despite the utmost precautions which were adopted to prevent copies of the book reaching the enemy, it appears that a copy of each of the registers for 1915-16 and 1916-17 found their way to Germany. These volumes, each of about 1,500 pages royal quarto, were photographed page by page and reproduced for the information of the German Admiralty, and particularly for the use of commanders of submarines.

In the film captured from Germany entitled "The Adventures of U 34," it is one of these photographed reprints of Lloyd's Register and not the book itself, which appears in the film in which the submarine officer is shown in the act of erasing a torpedoed merchant vessel from the pages of the Register.

I trust that this somewhat sketchy account of the origin, growth, and functions of Lloyd's Register of Shipping has been of interest to you, and I will close by quoting a remark made a little time ago by the secretary to the Ministry of Shipping, who spoke with many years' experience as assistant secretary of the Marine Department of the Board of Trade. He said: "Lloyd's Register is one of the democratic institutions in the world. It is a natural growth, and it means the regulation of the industry by those with the best brains in the industry by a process of free selection."

(Abstract of an address by Mr. P. L. Warlow, secretary of Lloyd's Register-Glasgow Committee, before Rotary Club, Glasgow.)

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"Pashy" 1.15 " "

CHEESE

Gouda (Full Cream) \$1.25 per lb.
Australian Cheddar 1.00 " "
Picnic (own make)60 a Jar.
Coulommier (own make)40 per pat.

FISH

Fillets \$.80 per lb.
Haddock70 " "
Kippers60 " "
Red Herrings30 " "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

RUTHERFORD DIVORCE.

"THE WOMAN IN THE CASE."

COUSIN'S BEHAVIOUR CRITICISED BY JUDGE.

There was an echo of the famous Rutherford murder trial in the Divorce Court, Mrs. Rutherford, the wife of Lieutenant-Colonel Norman Cecil Rutherford, D.S.O., R.A.M.C., who is at present in Broadmoor Criminal Lunatic Asylum, petitioning for a divorce on the ground of her husband's cruelty and misconduct with Amy Elizabeth Richardson, a cousin of the colonel's, who intervened in the suit.

Lieutenant-Colonel Rutherford was found guilty of the murder of Major Miles Charles Carleton Seton, a friend of the family, and the case created a big sensation in the early days of 1919 owing to the social position of the parties.

Miss Richardson emphatically denied that there had been misconduct though on one occasion the colonel went to her bedroom, when she gave him "a cousinly wiggling," and he went away.

Mr. Justice Branson, in a considered judgment, found that misconduct had taken place, and granted Mrs. Rutherford a decree. Stay of execution was granted in view of an appeal.

His Lordship, giving judgment, said he had no difficulty in deciding that the charge of cruelty was proved, and that left the issue of misconduct to be decided.

His Lordship pointed out that he must be satisfied by evidence, admissible against each of the alleged guilty parties.

As regards Colonel Rutherford, there was no difficulty. He was seen by Miss Louth to enter Miss Richardson's room late on a night in September, 1916. He admitted to Dr. Mainwaring White that he had been in bed with her, and he did not appear to deny what upon the evidence one would naturally assume to have taken place. But he could not profess to be satisfied that Colonel Rutherford had committed misconduct with Miss Richardson unless he felt equally satisfied that she had committed misconduct with him.

Miss Louth's evidence was that one evening in September, 1916, Miss Richardson, on her way to bed, told her she was in love with the Colonel, and that he was coming to her bedroom that night; that Miss Louth waited up, and heard and saw the Colonel go into Miss Richardson's room; that she then returned to her own room, below Miss Richardson's, and heard them talking, and went to bed.

Having seen Miss Louth and watched her demeanour in the box, he was convinced that she honestly believed that she was telling the truth.

Mrs. Rutherford had sworn that Miss Richardson had said to her, "Would it help you if I were to admit that I committed misconduct?" Miss Richardson said that she had said, "Would it help you if I were the woman in the case?" Whichever the form of words used, could such an offer have come from an innocent woman?

"EXAGGERATED MODESTY."

It was not impossible, but it was improbable, and when he found, as

EDUCATION 'GRIND.'

"ARTIFICIAL PRODUCTION OF STUPIDITY."

"There is no mastery of anything without 'grind,'" remarked Dr. David at the speech day celebrations at Rugby School, "but I think 'grind' has been overdone, and it has resulted in many cases in the artificial production of stupidity."

"We are eliminating all such mental exercises which lead to nowhere, kill all interest, prevent enjoyment, and stifle enthusiasm."

He expressed the belief that the new methods of education would produce a type of men with more initiative, more self-reliance, and more self-assertion, in the best sense, than in the past.

FAMOUS WARSHIPS' END.

ECHO OF THE FALKLAND ISLANDS BATTLE.

The battle cruiser "Indefatigable" is the latest addition to the list of warships to be broken up. The "Indefatigable" took part in the Falkland Islands battle, and helped to sink Von Spee's flagship, "Scharnhorst" and her sister cruiser "Goesaeben."

The Admiralty are prepared to sell or hire one of the giant floating docks surrendered by Germany. Another of them is to be used for repairing British warships at Chatham.

The two ex-German submarines, U 135 and U 163, were blown up in Channel in conformance with the Peace Treaty conditions.

he did, that at various other points in the case Miss Richardson's admitted behaviour was more consistent with her misconduct than with her innocence, it assisted him to the conclusion at which he had arrived.

His Lordship pointed out that Mrs. Rutherford's solicitor from the outset pressed Miss Richardson to submit to a medical examination, intimating that if the result supported her story the proceedings would be withdrawn. Assuming that there were women of such exaggerated modesty that they would rather a false accusation against them of misconduct should succeed than submit to examination, even by a medical practitioner of their own sex, it was plain to him that Miss Richardson was not one.

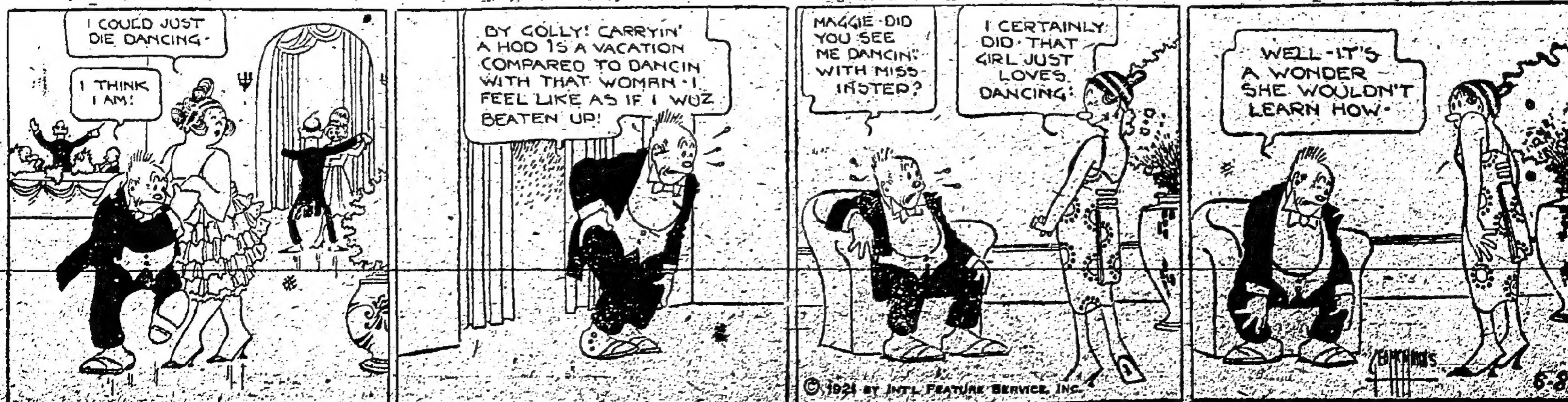
He underlined the fact that in the house after the Colonel's request to her, and in undergoing at the eleventh hour the examination which she did undergo, disproved it.

As to the evidence of Dr. Griffiths, he was unable to say that the possibility of misconduct was excluded, and therefore he (his Lordship) thought it would be wrong to allow this evidence to outweigh the other matters.

He was satisfied that Colonel Rutherford and Miss Richardson committed misconduct, and he pronounced a decree nisi with costs against Colonel Rutherford and Miss Richardson.

Stay of execution was granted in view of an appeal.

BRINGING UP FATHER.



NOTICE TO SHIPPERS AND PASSENGERS.

PROJECTED DEPARTURES CHINA COAST, ETC.

| SWATOW. | |
|---------------|---------------|
| Aug. 9.-D. L. | Hailong. |
| 9.-C. N. | Loesang. |
| 10.-C. N. | Tungshing. |
| 11.-O. S. K. | Soshu Maru. |
| 12.-O. S. K. | Hailong. |
| 13.-O. S. K. | Amakusa Maru. |
| 14.-O. S. K. | Hailong. |
| 15.-D. L. | Hailong. |

| AMOI. | |
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| Aug. 9.-D. L. | Hailong. |
| 11.-O. S. K. | Soshu Maru. |
| 12.-D. L. | Hailong. |
| 13.-O. S. K. | Amakusa Maru. |
| 14.-D. L. | Hailong. |

| FOOCHOW. | |
|---------------|----------|
| Aug. 9.-D. L. | Hailong. |
| 12.-D. L. | Hailong. |
| 13.-D. L. | Hailong. |

| SHANGHAI. | |
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| Aug. 9.-C. N. | Tungshing. |
| 10.-C. N. | Tungshing. |
| 11.-C. N. | Tungshing. |
| 12.-C. N. | Tungshing. |
| 13.-C. N. | Tungshing. |
| 14.-C. N. | Tungshing. |
| 15.-C. N. | Tungshing. |
| 16.-C. N. | Tungshing. |

| TIENTSIN. | |
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| Aug. 12.-O. S. K. | Chongshing. |

| HANKOW. | |
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| Sept. 21.-D. F. | Demodocus. |

| TSINGTAO. | |
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| Aug. 10.-C. N. | Tungshing. |
| 13.-C. N. | Cheng. |

| TAKAO. | |
|-------------------|-------------|
| Aug. 11.-O. S. K. | Soshu Maru. |

| KEELUNG. | |
|-------------------|---------------|
| Aug. 14.-O. S. K. | Amakusa Maru. |

| HAIPHONG AND HOIHOW. | |
|----------------------|----------|
| Aug. 10.-C. N. | Loesang. |

| SAIGON. | |
|----------------|--------------|
| Aug. 16.-M. M. | Portos. |
| 17.-A. L. | Lake Farrar. |
| 18.-O. S. K. | Soshu Maru. |

| SINGAPORE. | |
|----------------|--------------|
| Aug. 16.-B. F. | Telastia. |
| 17.-A. L. | Lake Farrar. |
| 18.-R. P. M. | Van Cloon. |
| 19.-C. M. | Nanking. |
| 20.-O. S. K. | Soshu Maru. |
| 21.-C. M. | Glynn. |
| 22.-A. L. | Charetta. |
| 23.-C. M. | Nie. |
| 24.-C. M. | China. |

| BANGKOK. | |
|---------------|-------------|
| Aug. 9.-C. N. | Loesang. |
| 10.-C. N. | Chuan. |
| 11.-O. S. K. | Soshu Maru. |

| PHILIPPINE ISLANDS, ETC. | |
|--------------------------|------------|
| Aug. 12.-C. N. | Tungshing. |
| 13.-B. F. | Talhybuis. |
| 14.-C. M. | Nanking. |
| 15.-B. F. | Talhybuis. |
| 16.-B. F. | Talhybuis. |
| 17.-B. F. | Talhybuis. |
| 18.-B. F. | Talhybuis. |
| 19.-B. F. | Talhybuis. |
| 20.-B. F. | Talhybuis. |
| 21.-B. F. | Talhybuis. |
| 22.-B. F. | Talhybuis. |
| 23.-B. F. | Talhybuis. |
| 24.-B. F. | Talhybuis. |

| SANDAKAN. | |
|----------------|---------|
| Aug. 10.-C. N. | Hizang. |

| JAVA PORTS, ETC. | |
|-------------------|--------------|
| Aug. 11.-C. J. L. | Tjilwong. |
| 12.-A. L. | Lake Farrar. |
| 13.-C. J. L. | Tjilwong. |
| 14.-Nanyo Y. K. | Soshu Maru. |
| 15.-K. P. M. | Van Cloon. |

| INDIAN PORTS, ETC. | |
|--------------------|--------------|
| Aug. 11.-C. J. L. | Tjilwong. |
| 12.-A. L. | Lake Farrar. |
| 13.-C. J. L. | Tjilwong. |
| 14.-Nanyo Y. K. | Soshu Maru. |
| 15.-K. P. M. | Van Cloon. |

| CALCUTTA. | |
|------------------|----------------|
| Aug. 9.-N. Y. K. | Hakodate Maru. |
| 10.-C. N. | Cheng. |
| 11.-B. L. | Japan. |
| 12.-B. L. | Aratou Apoc. |
| 13.-B. L. | Tanda. |

| BOMBAY AND COLOMBO. | |
|---------------------|--------------|
| Aug. 11.-O. S. K. | Soshu Maru. |
| 12.-P. O. | Danera. |
| 13.-N. Y. K. | Moroka Maru. |

| AUSTRALIAN PORTS. | |
|-------------------|-------------|
| Aug. 11.-N. Y. K. | ski Maru. |
| 12.-C. A. | Victoria. |
| 13.-E. A. | St. Albans. |
| 14.-N. Y. K. | Tasmo Maru. |
| 15.-E. A. | Eastern. |

| JAPAN PORTS. | |
|---------------------|---------------|
| Aug. 9.-Nanyo Y. K. | Borneo Maru. |
| 10.-B. F. | Aratou Apoc. |
| 11.-C. J. L. | Tjilwong. |
| 12.-E. L. | Kasama. |
| 13.-B. F. | Glenora. |
| 14.-M. M. | Cordillera. |
| 15.-P. O. | Elybar. |
| 16.-C. N. | Yokohama. |
| 17.-P. O. | Mito Maru. |
| 18.-B. L. | Tanda. |
| 19.-N. Y. K. | Isaba Maru. |
| 20.-N. Y. K. | Cherbon Maru. |
| 21.-B. F. | Eastern. |
| 22.-E. A. | Eastern. |
| 23.-P. O. | Socall. |
| 24.-B. F. | Chosen Maru. |
| 25.-B. F. | Pyrrhus. |
| 26.-P. O. | Pyrrhus. |
| 27.-B. F. | Pyrrhus. |
| 28.-P. O. | Pyrrhus. |
| 29.-B. F. | Pyrrhus. |
| 30.-P. O. | Pyrrhus. |
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| 48.-P. O. | Pyrrhus. |
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| 68.-P. O. | Pyrrhus. |
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| 93.-B. F. | Pyrrhus. |
| 94.-P. O. | Pyrrhus. |
| 95.-B. F. | Pyrrhus. |
| 96.-P. O. | Pyrrhus. |
| 97.-B. F. | Pyrrhus. |
| 98.-P. O. | Pyrrhus. |
| 99.-B. F. | Pyrrhus. |
| 100.-P. O. | Pyrrhus. |

FIRE-ENGINE SMASH.

6 KILLED IN LEVEL-CROSSING.

A collision between a railway train and a fire-engine, both travelling at more than 30 miles an hour, caused the death of 6 firemen and injuries to 5 at Perth Amboy, New Jersey. The accident occurred at a level-crossing, the gates of which are said to have been left open. The crossing-keeper, when he saw the fire-engine coming, ran along the railway track waving a red flag, but the driver of the train was unable to pull up in the short distance. The driver of the fire-engine, who could not see the train owing to an intervening building drove at full speed into the engine of the train. The fire-engine was smashed to pieces.

AMERICAN PORTS.

| VANCOUVER. | |
|----------------------|--------------------|
| Aug. 12.-C. P. O. S. | Empress of Russia. |
| 13.-C. P. O. S. | Monteagle. |
| 14.-B. F. | Talhybuis. |
| 15.-C. P. O. S. | Empress of Asia. |
| 16.-C. P. O. S. | Empress of Japan. |
| 17.-C. P. O. S. | Empress of Russia. |
| 18.-C. P. O. S. | Monteagle. |
| 19.-B. F. | Talhybuis. |
| 20.-C. P. O. S. | Empress of Asia. |
| 21.-C. P. O. S. | Empress of Japan. |
| 22.-B. F. | Talhybuis. |
| 23.-C. P. O. S. | Empress of Russia. |
| 24.-B. F. | Talhybuis. |

| SEATTLE. | |
|----------------|------------------|
| Aug. 13.-A. L. | Silver State. |
| 14.-A. L. | Payson State. |
| 15.-A. L. | City of Spokane. |
| 16.-N. Y. K. | Fushimi Maru. |
| 17.-O. S. K. | Africa Maru. |
| 18.-W. L. | West Jester. |
| 19.-S. & D. | West Jester. |
| 20.-O. S. K. | Hawaii Maru. |
| 21.-S. & D. | Payson State. |
| 22.-N. Y. K. | Estor Maru. |
| 23.-A. L. | West Jester. |
| 24.-N. Y. K. | Kashima Maru. |

| SAN FRANCISCO. | |
|----------------|--------------|
| Aug. 9.-C. M. | China. |
| 10.-P. M. | Escudor. |
| 11.-T. K. K. | Taiyo Maru. |
| 12.-T. K. K. | West Jester. |
| 13.-T. K. K. | West Jester. |
| 14.-T. K. K. | West Jester. |
| 15.-T. K. K. | West Jester. |
| 16.-T. K. K. | West Jester. |
| 17.-T. K. K. | West Jester. |
| 18.-T. K. K. | West Jester. |
| 19.-T. K. K. | West Jester. |
| 20.-T. K. K. | West Jester. |
| 21.-T. K. K. | West Jester. |
| 22.-T. K. K. | West Jester. |
| 23.-T. K. K. | West Jester. |
| 24.-T. K. K. | West Jester. |

| PORTLAND. | |
|----------------|--------------|
| Sept. 5.-A. L. | Abercrombie. |

| VALPARAISO. | |
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| Sept. 16.-N. Y. K. | Kasagawa Maru. |
| 17.-N. Y. K. | Kasagawa Maru. |
| 18.-N. Y. K. | Kasagawa Maru. |
| 19.-N. Y. K. | Kasagawa Maru. |
| 20.-N. Y. K. | Kasagawa Maru. |
| 21.-N. Y. K. | Kasagawa Maru. |
| 22.-N. Y. K. | Kasagawa Maru. |
| 23.-N. Y. K. | Kasagawa Maru. |
| 24.-N. Y. K. | Kasagawa Maru. |

| NEW YORK. | |
|-------------------|----------------|
| Aug. 15.-O. S. K. | Havre Maru. |
| 16.-D. L. | Butler Dollar. |
| 17.-B. L. | Butler Dollar. |
| 18.-N. Y. K. | Lyons Maru. |
| 19.-P. L. | Celtic Prince. |
| 20.-N. Y. K. | Takaka Maru. |
| 21.-P. L. | Tuscan Prince. |
| 22.-D. L. | Butler Dollar. |
| 23.-D. L. | Butler Dollar. |
| 24.-D. L. | Butler Dollar. |

| SOUTH AMERICAN PORTS. | |
|-----------------------|------------|
| Aug. 23.-R. F. | Atenas. |
| 24.-B. F. | City of... |
| 25.-B. F. | Ningbo. |
| 26.-B. F. | Eurychus. |

| DURBAN AND CAPE TOWN. | |
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| Aug. 25.-O. S. K. | Parana Maru. |

| EUROPEAN PORTS. | |
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| Aug. 25.-A. L. | China Seas. |

| BRINDISI, VENICE & TRIESTE. | |
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| Aug. 25.-A. L. | China Seas. |

| MARSEILLES. | |
|----------------|---------|
| Aug. 16.-M. M. | Portos. |

| LONDON. | |
|----------------|----------------|
| Aug. 11.-E. L. | Kasama. |
| 12.-E. L. | Tencer. |
| 13.-O. S. K. | Himalaya Maru. |
| 14.-N. Y. K. | Elget. |
| 15.-B. F. | Talhybuis. |
| 16.-N. Y. K. | Mishima Maru. |
| 17.-N. Y. K. | Tokyo Maru. |
| 18.-B. F. | Calcutta. |
| 19.-B. F. | Calcutta. |
| 20.-B. F. | Calcutta. |
| 21.-B. F. | Calcutta. |
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| 97.-B. F. | Calcutta. |
| 98.-B. F. | Calcutta. |
| 99.-B. F. | Calcutta. |
| 100.-B. F. | Calcutta. |

| LIVERPOOL. | |
|----------------|----------|
| Aug. 19.-B. F. | Cyclops. |
| 20.-B. F. | Pyrrhus. |
| 21.-B. F. | Pyrrhus. |
| 22.-B. F. | Pyrrhus. |
| 23.-B. F. | Pyrrhus. |
| 24.-B. F. | Pyrrhus. |
| 25.-B. F. | Pyrrhus. |
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| 51.-B. F. | Pyrrhus. |

